

(ESTABLISHED 1881.)

536 PER ANNUM.
SINGLE COPY 10 CENTS

Shipping—Steamers

HONGKONG, CANTON. MACAO
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE

HONGKONG TO CANTON:	CANTON TO HONGKONG:	HONGKONG TO CANTON:	CANTON TO HONGKONG:
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<p>MONDAY, 22nd August.</p> <p>8.00 A.M. HEUNGSHAN 8.00 A.M. HOMAN 10.00 P.M. KINSHAN 5.15 P.M. FATSCHAN</p>		<p>THURSDAY, 25th August.</p> <p>8.00 A.M. HOMAN 8.00 A.M. HEUNGSHAN 10.00 P.M. FATSCHAN 5.15 P.M. KINSHAN</p>	
<p>TUESDAY, 23rd August.</p> <p>8.00 A.M. HOMAN 8.00 A.M. HEUNGSHAN 10.00 P.M. FATSCHAN 5.15 P.M. KINSHAN</p>		<p>FRIDAY, 26th August.</p> <p>8.00 A.M. HEUNGSHAN 8.00 A.M. HOMAN 10.00 P.M. KINSHAN 5.15 P.M. FATSCHAN</p>	
<p>WEDNESDAY, 24th August.</p> <p>8.00 A.M. HEUNGSHAN 8.00 A.M. HOMAN 10.00 P.M. KINSHAN 5.15 P.M. FATSCHAN</p>		<p>SATURDAY, 27th August.</p> <p>8.00 A.M. HOMAN 8.00 A.M. HEUNGSHAN 5.15 P.M. KINSHAN</p>	
		<p>SUNDAY, 28th August.</p> <p>10.00 P.M. FATSCHAN</p>	

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SHU-TAI" 1,385 Tons and "SHU-AN" 1,365 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the
Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO

On SUNDAY, the 18TH AUGUST, 1910.
The Company's Steamship
"HEUNGSHAN,"
will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M.
and return from Macao at 7 P.M.
FARES:

1st Class Return \$4, Single \$2. and Class Return \$5.50, Single \$3.75.
By kind permission of Col. Prior and Officers, the Band of the 13th Rajputs under Band-
master Coke will play during the trip.
Note.—The Company will also send a steamer from Macao on Sunday morning at 6 p.m. to
a friend of the Company's, Mr. George's, "Wing Lok" Street Wharf. The steamer con-
nects with the steamer returning from Macao at 7 p.m.
First class fare by steamer leaving at 1 p.m. and returning with excursion steamer at
7 p.m. \$4. Single Fare also \$4.
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WECHOW LINE.

S.S. "SAINAM," 538 Tons, and "HANNING," 460 Tons.

One of the above steamers leaves Canton for Wechow every Monday, Wednesday and Friday at about 4 a.m. The "Wechow" for Canton on the same days at 5-30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or Vera Cruz by the Companies' direct steamer "Linton" and "Sauli." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. (L)

Hotels.


HONGKONG HOTEL

Hongkong, 5th February, 1909

ASTOR HOUSE
(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodations for Families and Tourists.

Under Personal Supervision of
L. GAMFAU, Proprietor. N. BLUMENTHAL, Manager.
Telephone, 120. Telegrams "Astor."



THE
"REMINGTON"
 TYPEWRITER

Is not the cheapest when purchased, but it is the cheapest in the long run, as is proved by the fact, that the number of Remingtons sold annually is vast, greater than that of any other make.

It has always been and is to-day the recognised leader among writing machines.

It does the best work and keeps doing it for the longest time.

CAUTION.—Beware of skilfully renovated old Remingtons, sometimes put up in original packing, which are on the market just now. They are offered at low prices and appear new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON
STERNES & CO.
 (Messieurs Des)

Intimation.

Powell's

ARE SHOWING
UPHOLSTERED

FURNITURE

IN
GREAT VARIETY.

LARGE, DEEP

AND

COMFORTABLE

LOUNGE.

CHAIRS

SETTEES.

Chesterfields.

DINING

CHAIRS.

OFFICE

CHAIRS.

FANCY

CHAIRS.

SHOW ROOMS

FIRST FLOOR

Alexandra

Buildings.

Hongkong, 8th August, 1910.

Auction.

BY ORDER OF THE MORTGAGEE.
PUBLIC AUCTION.M^r. GEO. P. LAMBERT has received
instructions to sell by
PUBLIC AUCTION,FRIDAY,
the 16th day of August, 1910, at 12 Noon,
at his Sale Room in Daddell Street,
Victoria, Hongkong.THE FOLLOWING
VALUABLE LEASEHOLD PROPERTIES
situate at Victoria, aforesaid, viz.:Lot 1. ALL THAT PIECE OR PARCEL of
GROUND known and registered in the Land
Office as Section 2 of Marine Lot No. 146
together with the messuage erections and
buildings thereon known as No. 5 Stone
Nullah Lane. Area 920 square feet. Term
999 years. Annual Crown Rent \$15.36.Lot 2. ALL THAT PIECE OR PARCEL of
GROUND known and registered in the Land
Office as Section 2 of Marine Lot No. 146
together with the messuage erections and
buildings thereon known as No. 3 Stone
Nullah Lane. Area 194 square feet. Term
999 years. Annual Crown Rent \$4.95.Lot 3. ALL THAT PIECE OR PARCEL of
GROUND known and registered in the Land
Office as Section 2 of Marine Lot No. 146
together with the messuage erections and
buildings thereon known as No. 1 Stone
Nullah Lane. Area 913 square feet. Term
999 years. Annual Crown Rent \$5.75.For further particulars and conditions of
sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Princes Buildings, 104 Horse Street,
Colicitors for the Vendor,
or to
M^r. GEO. P. LAMBERT,
the Auctioneer.

Hongkong, 17th August, 1910. [547]

Public Companies.

CHINA SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

IN accordance with the provisions of No. 121
of the Articles of Association, the General
Assembly has this day declared an INTERIM
DIVIDEND of 5% for the half year ending
30th June, 1910, on the Paid-Up Capital.
DIVIDEND WARRANTS payable on
TUESDAY, the 30th August, will be issued to
Shareholders on application.The TRANSFER BOOKS of the Company
will be CLOSED from the 17th to 30th August,
both days inclusive.JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 17th August, 1910. [540]HONGKONG AND SHANGHAI BANK-
ING CORPORATION.THE DIVIDEND DECLARED for the
Half-Year ending 30th June, 1910, at the
rate of TWO POUNDS STERLING per Share of
£15 is Payable on and after MONDAY, the
22nd August, Current, at the Office of the
Company, where SHAREHOLDERS ARE
REQUESTED TO APPLY FOR WARRANTS.
By Order of the Court of Directors,
J. I. STABB,
Acting Chief Manager.

Hongkong, 20th August, 1910. [549]

Intimations.

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the
Revenue Farms in the State of North
Borneo from 1st January, 1911, as set out
in tender.Tenders will be received at the Office of
the Government Secretary, Sandakan, up to
10 o'clock noon on the 1st day of October,
1910, for the purchase of the exclusive privileges
of the Farms enumerated below for a period
of 1, 2 or 3 years commencing on the 1st
January, 1911.The Farms above referred to are the
Opium, Spirit, Gambling, and Pawnbroking
Farms for the whole or part of the State.
Copies of the Forms of Contracts for the
Farms and full particulars of the conditions
to be observed by tenderers may be seen on
application at the Office of the Government
Secretary, Sandakan, or of Messrs. Guthrie &
Co., Singapore and Penang, or of Messrs.
Gibb Livingstone & Co. at Hongkong.The retail rates for Opium fixed by
Government for the Opium Farm for 1911,
1912 and 1913 are those specified below
viz.:

For every 3 hoo packet	...	\$3.14
" 4 " " "	...	0.19
" 6 " " "	...	0.21
" 8 " " "	...	0.23
" 10 " " "	...	0.25
" 12 " " "	...	0.27
" 14 " " "	...	0.29
" 16 " " "	...	0.31
" 18 " " "	...	0.33
" 20 " " "	...	0.35
" 22 " " "	...	0.37
" 24 " " "	...	0.39
" 26 " " "	...	0.41
" 28 " " "	...	0.43
" 30 " " "	...	0.45

Hongkong, 10th June, 1910. [414]

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS, NAVY CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S BARTHELEMY'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LADNOKES, &c.

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 17th March, 1910. [190]

WHAT IT COSTS TO FLY.

THE FACTS AND FIGURES.

Nowadays any ordinary active man, on
deciding to learn to fly, may achieve his
ambition in less than a month's time, provided he
is prepared to spend some money upon the
pursuit. If he is content to acquire the art of
airmanship without actually owning an aeroplane
of his own, it will cost him £200, or
slightly more. Should he buy a machine his
expenditure may be £500 or £1,000, according
to the make and reputation of his aircraft.
To such a stage of practicability has human
flight already attained. And it is not surpris-
ing, in view of recent achievements in the air,
that many sportsmen—mostly young men of
fortune—are now discussing and for the first
time, the buying of aeroplanes and the adop-
tion of flying as a new and very exhilarating
form of motoring.

BUYING AN AEROPLANE.
The first thought of a man who is thinking
of becoming an aviator is naturally this: How
much does an aeroplane cost? Upon this point
precise details are now available. A
Farman biplane, such as M. Paulhan and M^r.
Grahame-White steered in the memorable
London-to-Manchester flight, and fitted with
the famous Gnome motor—to which both pilots
men owed so much of their success—now costs
£1,100.

The aeroplane, when ready, is delivered to
the purchaser at Mourmelon, and he must then
buy a very large wooden crate to pack it in, if
his intention is to take it to England. This
packing case—its size may be gauged when it
is remembered that the biplane measures close
upon forty feet from one wing-tip to the other
—will cost nearly £50. The carriage of the
flying machine from France to England will
involve an outlay of another £25. Should a
would-be aviator decide to buy a monoplane,
or single-surface machine, instead of a biplane,
such as the Farman, he will find that the cost
of a Blériot-type craft, fitted with a three cylin-
dered Anzani engine—the same pattern of
aircraft and motor as that with which M.
Blériot flew across the Channel—is £480.
Delivery of such a monoplane as this may be
made almost immediately.

But the procurement of experts should be
dictated as regards the use of monoplanes and
biplanes from the aviator's point of view. They
say, and experience certainly bears them out,
that the beginner learns to fly more easily and
more safely upon a biplane than upon a mono-
plane. The reason is that when a biplane
begins to lose its balance in the air it feels
over far more slowly than a monoplane, thereby
giving its pilot more time to clear his levels
and bring it again upon a level keel.

THE QUESTION OF DAMAGE.
Upon the question of how much damage a
man is likely to do to his machine in learning
to fly M^r. Grahame-White has made a valuable
statement. "I am perfectly certain," he said,
"that by 6 at taking a pupil up with me as a
passenger in a Farman machine, and showing
him how to manipulate the hand control lever
and the foot-red operating the rudder, I can
teach him to fly without the slightest
damage being done to the aeroplane. After-
wards, when he makes his first ascent
alone, there is a risk of 1/100 of a shilling's
damage being done to the aeroplane. But it all
depends upon the man. Lightness of
touch is needed in flying, and that level-
headedness. The ideal pupil would learn to
fly in a day almost, and become a proficient
aviator without breaking a skid or a stay."

The damage that can be done by a bad
descent was indicated to me, rather quaintly,
by one aviator of experience, who contends
that "you can smash up a machine apparently
quite badly, yet the repair bill will not be more
than £100. An awkward landing, causing the
breaking of a skid or several wooden stays,
will not cost more than two or three pounds."
After a man has learned to fly at some train-
ing aerodrome, and is ready to take his
machine home with him, he should have ready
for his use a field at least two hundred yards
square for the run along the ground which is
necessary to gain the impetus by which to soar
into air. As he becomes more expert less
manoeuvring room will be necessary. He
must also erect a shed in which to have the
aeroplane housed. This he can bill for
£100. An elaborate hangar with a concrete
floor and a small repair shop in one corner of
it may cost £300 or £100.

To a beginner who is not well acquainted
with aeroplane motors the services of a special
mechanic will be essential. The salary of a
reliable man—one who thoroughly understands
the delicate "tuning-up" process necessary
every now and then with aeroplanes—ranges
from £3 to £5 a week. Two or three old men
are generally necessary, at the commencement
of each flight, to assist in manoeuvring the
aeroplane from point to point.

EXERCISES IN THE AIR.
The actual cost of flying, while in the air,
varies enormously according to the engine
used. "On my Farman," with the Gnome
motor," M^r. Grahame-White once said, "I
find I use four gallons of petrol in an hour's
flight. At 12s a gallon this represents 48s.
Then there is quite a gallon and a half of
special lubricating oil to add to this, represent-
ing a cost of 7s 6d. Thus the total cost of an
hour's flight is 12s 3d. During an hour I
should have traversed forty-five miles. There-
fore the cost of my flight would be slightly less
than 3d a mile. So no other motors consume
more petrol but far less oil. It is a question of
construction and power. But when the aero-
plane is quite a practical machine, it will be
far cheaper than motoring. There will be
no heavy tyre bills, and no wear and tear from
the vibration of roads."

Sufficient fabric to re-clap the planes of a
Farman machine costs about £20. Minor
repairs involve little expense. With careful
handling, experts agree that an aeroplane
should last quite a long time—certainly longer
than a year.

For the man who wants to learn to fly first
and to buy an aeroplane afterwards a flying
school offers itself. For 200 guineas at one
such school he can learn to pilot either a
biplane or a monoplane; for 250 guineas he can
acquire control over both. His other expenses
would be a £50 deposit against damages to the
machine and a payment of 20s to be taken
against third-party risks for a period of two
months.

BULLION.

Messrs. Mocatta and Goldsmid's report,
dated London July 29, says:—The silver market during the past week has
shown decided weakness and the cash price
has fallen from 25 3/16 to 24 1/4 which we quote
to-day.The fall in the forward quotation has not
been so decided and the difference between
cash and forward has consequently narrowed
1/16, the buying having been almost entirely for
forward delivery and holders of spot being
ready to lend silver on more reasonable terms.With regard to the general aspect of the
market, the conditions mentioned in our last
circular continue, the very large holdings by
one operator hanging over the market as a
blanket and preventing many from dealing in
the metal who would otherwise do so.The ultimate destination of this large ac-
cumulation of silver is difficult to foresee as
there is very little activity in the markets and
the prospects of the Indian Government re-
quiring silver are more remote owing to a material
increase in the currency reserve during the last
few weeks.The present holders of silver have therefore
either to continue buying and to increase their
holdings, or leave the market to find its natural
level in which case lower prices would seem
inevitable. Gold has continued in demand for
America and the Continent and the whole of
this week's arrival was taken for export though
at a slightly lower price.During the week the Bank of England has
received £12,000 in sovereigns from France
while £60,000 has been withdrawn.Messrs. Samuel Montagu & Co.'s bullion
report, dated London, July 28, contains the
following:—

GOLD.
The arrivals of bar gold—about £700,000—
were bought principally for New York, and in
the absence of any keen competition the price
fell to 77 1/2 p. or 80d. The amount reserved
for 1 day was £71,000.

The following amounts have been received
by the Bank of England:—

July 21, £10,000 in sovereigns from France.
" 25, 12,000 in sovereigns from France.
Withdrawals have been made as under:—
July 21, £6,000 in silver for G. Brazil.
" 25, 10,000 " " Singapore.
" 26, 50,000 " " Batavia.

SILVER.

The ordinary activities of the market are
suspended—what public attention is centred
in the problem involved by the fact of disposal
of the gold stock of accumulating silver.
It seems almost out of the sphere of work-
day business and requires a feat of strength in
which weight after weight is being piled on the
arched chest of the performer, whilst the by-
standers wonder how much more he can bear.

The interest of the problem lies in the ques-
tion as to who will remove the burden when
the limit of endurance is reached.

We look to the Indian Bixia, who, at the
present time, are the only legitimate consumers
on a large scale, and we find a paltry consump-
tion of £5,000 a week—not expected to in-
crease materially for several months—and we
notice that at America, the principal producer,
is pouring in at £15,000 a week; this is not unlike
the discharge from a 7-in. into a 1-in. pipe,
which, as every one knows, usually spells dis-
aster.

We turn to China, which without doubt has
taken advantage of the situation to reduce her
holdings. Heavy liquidation would drive the
exchange down and down, and it is far from
likely that China would absorb silver except
at successive falls in price.

We turn next to the prospect of Indian
Government purchases. Before this is within
practical politics there must be a decided
shortage of the Treasury balances—of which
no sign is yet apparent, but rather the contrary.
Moreover, there is an expectation that satisfac-
tory harvests will be followed by a great revival
of the Indian import trade, India having for
some time past kept herself short of goods.
Thus, if India's prosperity is so great that she
will prefer to spend for goods rather than lay
by silver ropes, the Indian Government will
have no reason to supplement the metal
currency—at any rate, on anything like a large
scale. The moon has stopped temporarily.
Coinage orders elsewhere may come, but
these are distinctly limited and their advent is
not much affected by the price of silver.

Trade requirements would be increased by
lower prices, but there must be considerable
temptation as to price before a large demand
would be felt.

Against the above considerations must be set
the undoubted prosperity of India, and the
favourable outlook of silver—apart from the
stock.

The cash price has fallen away considerably.
Bear covering is much reduced and therefore
there have been but few forced purchases at
premium; the premium on spot silver has been
reduced in consequence to 1/1.

A shipment of £5,000 has been made from
San Francisco to Hongkong.
The quotations to-day are respectively 1/1
and 1/16d. below those quoted a week ago.

CHEONG HING

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE

AND

SILK EMBROIDERIES.

Inspection Solicited.

No. 77, Queen's Road Central.

Hongkong, 17th July, 1910. [447]

HONGKONG AVERAGE MARKET

PRICES.

Corrected 15th August, 1910, 200 cts. per 50 lbs.

BUTCHER MEAT.

Cents.

Beefsteak & prime cut—Mei Lung Pa 20

" Corned—Ham Ngau Yuk 22

" Roast—Shu 22

" Breast—Ngau Lam 15

" Soup, Tong Yuk 20

" Steak—Ngau Yuk Pa 22

" Shrimp—Ngau Lau 20

" Sausages—Ngau Yuk Chong 25

Duck's Head—Know 10

" Tongue fresh—Ngau Li 50

" Corned—Ham Ngau Li 60

" Head—Ngau Tau 85

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Keok 18

" Kidneys—Ngau Yiu 9

" Tail—Ngau Mei 18

" Liver—Ngau Con 12

" Tripe (sautéed)—Ngau To 6

Calves' Head and Feet—Ngau Chai 10

" Tongue—Ngau Chai 10

Mutton Chop—Young Fat Kwai 22

" Leg—Young Fat 22

" Shoulder—Young Fat 20

Pigs' Chills—Chai Cheong 22

" Brains—Chai Cheong 24

" Feet—Chai Cheong 12

" Fry—Chai Cheong 12

" Head—Chai Cheong 12

" Heart—Chai Cheong 11

" Kidneys—Chai Cheong 8

" Liver—Chai Cheong 10

Pork, Chop—Chai Cheong 18

" Corned—Ham Chai Cheong 1

" Leg—Chai Cheong 24

" Fat or Lard—Chai Cheong 18

Sheep's Head and Feet—Young Fat 10

" Keok 10

" Heart—Young Fat 10

" Kidneys—Young Fat 10

" Liver—Young Fat 10

Sucking Pigs, To Order—Chai Cheong 32

Suet Beef—Sung Ngau Yuk 32

" Mutton—Sung Ngau Yuk 32

Veal—Ngau Chai Cheong 32

" Sausages—Ngau Chai Cheong 32

POULTRY.

Chicken—Kai Chai 30

" Capons, Large, Small—Siu Kai 31

" Ducks—Ap 32

" Doves—Fai Kai 32

" Eggs, Hen—Kai Tai 32

" Fowls, Canton—Kai 32

" Hens—Kai 32

" Geese—Kai 32

" Wild Ducks, Canton—Sung Shing 32

" Wild Ducks, Shanghai—Sung Shing 32

" Wild Ducks, Canton—Sung Shing 32

" Wild Ducks, Canton—Sung Shing 32

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" Wild Ducks, Canton—Sung Shing 32

" Wild Ducks, Canton—Sung Shing 32

Shark—Sa Yu	9
Skate—Po Yu	

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

GENUINE AGE

FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS

Hongkong, 7th July, 1910. [25]

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

(Ordinary business communications should be addressed to The Manager.)

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$25 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per month, proportional Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Week subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

DEATHS.

VAN BUREN, JOSEPH SHEPHERD.—On 21st July, 1910, in Naples Harbour on board the S.S. "PRINZ EITEL FRIEDRICH." Aged 55 years.

On August 16, 1910, at Shanghai, Henry Gabriel, only son of Mr. and Mrs. J. F. Gabriel (I. M. Gustav), aged nine months.

On August 15, 1910, at Weihaiwei, Arthur, dearly beloved son of Mr. and Mrs. R. H. Elias, aged 2 years and 8 months.

On August 15, 1910, suddenly at Shanghai, John Fisher, P. W. Department, S. M. Company, aged 35 years.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 22, 1910.

JAPAN'S PLACE AMONG THE NATIONS.

At the present time, one can hardly pick up any Home newspaper without encountering eulogistic comment upon the manner in which Japan has attained to her position among the great Powers of the world. Certainly it is a matter well worthy of consideration and study. Since she emerged triumphant from her struggle with her Russian neighbour, Japan has made progressive strides unparalleled in history, and from being a somewhat negligible Asiatic country twenty years ago is now entitled to rank high in the list of the Powers. And not only has her internal progress been remarkable. Outside her own borders she has found new spheres of influence and new fields for her swelling population. In Manchuria she has come to an agreement with her one-time enemy Russia. As regards Korea, it may safely be anticipated that agree-

tion by Japan is on the verge of becoming an established fact. Already Japan practically controls the administration of that country, and the formal act of annexation is merely a matter of time. We notice that in the House of Commons lately, Mr. Gershom Stewart (late of Hongkong) asked the Secretary of State for Foreign Affairs whether his attention had been called to the creation of a Colonial Board in Japan to superintend affairs in Korea, Formosa, and the Japanese part of Saghalien; whether his Majesty's Government inferred from this, or had reason to believe from other information, that the formal annexation of Korea by Japan was contemplated; and whether, in such event, his Majesty's Government would take steps to safeguard the commercial rights of British merchants in Korea secured by existing treaties between Great Britain and that country. Sir E. Grey replied as follows:—"The answer to the first question is in the affirmative. In the event of the annexation of Korea by Japan being decided upon, his Majesty's Government would carefully consider the best means of safeguarding their commercial interests in the country." It is on this very question of the conservation of existing commercial rights that Great Britain and her colonial possessions, including Hongkong, are going to be placed at a disadvantage by Japan's growing prestige and established power of treating on level terms with other countries for the mutual settlement of trade conditions. In the British Parliament a few weeks ago, Mr. A. J. Balfour summed up the position thus:—"I do not know how the Government are dealing with the Japanese difficulty. I understand that the Japanese have just adopted a commercial treaty absolutely destructive of the trade of Lancashire and Yorkshire. They have denounced the old treaty in favour of this country, and they have passed a new one which will come into operation unless modified not many months hence. It is the agreeable task of the British Foreign Secretary to negotiate for the mitigation of that treaty. I believe it to be true that the Japanese Foreign Minister has stated that there could be no negotiations with Great Britain on the subject because Great Britain had nothing to give. The position of the British Foreign Secretary in dealing with a nation like Japan in the matter of commercial bargaining has the prospect of a very poor time if he has nothing to give, and I do not look forward with any satisfaction to the negotiations, which, if they leave this new tariff substantially unmodified, will inflict a very severe blow on some of the greatest of our staple industries." In Manchuria again we see Russia and Japan arriving at an agreement with respect to their locus in that country. It is not quite clear that other trading nations are to be put at a disadvantage by reason of the ratification of that compact, but in commercial circles the opinion is freely expressed that at any rate it is not calculated to make for a continuity of the Open Door. In a recent issue, well-informed journal, the *National Review*, had an illustrated representation of what the Open Door really means. The door is open certainly but on the inside are stationed a burly Cossack with rifle and bayonet and a heavily armed Japanese; as much as to say, "There, you see the door is open as we promised you, but come in if you dare." The German Press, with few exceptions, declares itself satisfied with the Russo-Japanese Treaty. The question invariably asked is: Against whom is it directed? The answer in most cases is, America. In some quarters it is suggested that England will turn out to be a loser by the treaty, as her alliance will no longer be so necessary to the Japanese. Hardly anyone admits that Germany is put at a disadvantage by it. As regards the new Japanese tariff, however, Britain decidedly is put at a disadvantage in comparison with other European nations. As Mr. Balfour points out in his remarks quoted above, Britain has nothing to give under her Free Trade system in return for concessions or rebates granted by our Asiatic ally whereas all the rest of the Powers have the privilege of affording Japan a relaxation in their own tariffs in exchange for similar favours extended to themselves. The *L. & C. Express*, which is noted for the temperate tone of its utterances, waxes wroth on this subject. "The Japanese," it says, "would do well to realise that the opposition in this country to the new tariff rates is very real, and that British traders will expect to receive reasonable concessions. We would submit to the statesmen of Japan that it is not merely a question of pounds, shillings, and pence. There are far higher considerations involved—the good feeling and friendliness of the people of the two nations. Japan has received many and substantial benefits from her connection with this country, and statesmen would do well to bear this in mind when considering the representations which our Foreign Secretary will, in due course, make to the Tokyo Foreign Office." In India also objection is taken to the new tariff. The *Indian Merchant's Chamber and Bureau* was asked by the Bombay Government for an expression of their opinion upon this subject. Four-fifths of the export trade from India to Japan consist of cotton and rice. The reply of the Chamber was to the effect that "the

Government of India would be perfectly justified in imposing such a duty on all raw cotton exported to Japan from India as may neutralise the advantage which the Japanese cotton industry now enjoys. Such a duty, it is added, might have been very reasonably levied by the Government long ago; but since the Japanese Government has now chosen to embark on a policy of high protective tariffs, the very least that the Indian Government could do is to impose the duty suggested to counterbalance the bounty which alone, in the opinion of the Committee, has enabled Japan to give a partial blow to Indian cotton industry. It is also seriously apprehended that the yarn trade might in the future be even more greatly crippled, than hitherto if the Government of India does not at this opportune stage recommend the Secretary of State, in the true interests of this country, to impose the countervailing duty proposed." It remains to be seen what action the British Foreign Office will take in order to get out of the parlous position which the new Japanese tariff has placed them in. We can only express the hope that some friendly arrangement may be contrived so as to prevent friction and possible estrangement between Britain and her Eastern ally.

LOCAL AND GENERAL.

ABLE communication with Macao is restored. The Anti-Opium Commissioners have decided to begin a tour in the provinces to inspect opium conditions.

CHINA has telegraphed through the German Minister greetings of welcome to the German Crown Prince.

MRS. Baba Nasitka, who is 126 years old still able to walk without support, worked for one hundred years on a farm in a Bulgarian village.

MR. Keir Hardie, M.P., speaking at Chester Street on July 24, said: "I regard the existence of a king as a proof of lunacy among the people."

MISS Hedwig de Hase before sailing for Hamburg will be "at home" Tuesday afternoon, August 23rd, at "The Firm" Magazine Gap Road.

GEORGE JOHNSON, a Leicester boxer, who was injured in 15-round contest with Walter Simmons, of Leicester, has died in the Leicester Infirmary.

LIEUT. COLONEL J. M. IRWIN, M.B., Royal Army Medical Corps, has been selected for service in North China and will leave for Tientsin in September next.

CAPTAIN E. B. KIDDLE of H. M. S. *Andromeda* and Commander Alexander Lowndes of H. M. S. *Albatross* have been reappointed to their commands upon recommissioning.

THE Antarctic steamer *Terra Nova*, which was a fortnight overdue, has arrived at Capetown and reports "All well." She was delayed through taking magnetic observations.

It is understood on good authority, says a Home paper, that the Ambassadorial vacancy at St. Petersburg will be filled by Sir Gerard Lowther, now Ambassador at Constantinople.

THE *Salon Opinion* bears that M. Bellan, the pioneer rubber planter in Cochinchina, a leading rubber estate, will send exhibits to the Agricultural Show at Singapore.

MR. Ph. Heloeken, general manager of the North German Lloyd, arrived in the Colony this morning by the s.s. *Prinz Sigismund*. The ship was dressed on entering the harbour in honour of the distinguished passenger.

WE have received from the Asiatic Petroleum Company a glass paper weight advertising the "Shell" motor spirit. A pamphlet entitled "The Undiscovered Pole" illustrates "Shell" spirit packed and delivered for the British Antarctic Expedition 1910.

THURSDAY, 1200 babies entered for a baby show which was held at the Crystal Palace on July 23. There were thirty pairs of twins and four sets of triplets, and the competing babies came from all parts—even from India and Japan.

A REMARKABLE fire raged early on July 25 at 212 and 244 Oble Street, St. George's-in-the-East, where 150 tons of scrap rubber took fire and became completely involved. A body of fifty firemen, with four steamers, fought the fire for an hour, but the rubber was destroyed.

ACCORDING to a native contemporary the Viceroy in Canton has replied to the Yuchuanpu, saying that owing to obstruction by the local people the work on the Canton-Kowloon line has been somewhat delayed but opposition has now been removed and the line will be completed in due course.

THE Pulo Lunt Coal Mining Company, which carries on a flourishing business in Dutch East Borneo has issued its report for 1909. The output that year was 110,000 tons against 98,000 tons in 1908. About 50,000 tons were shipped off to Singapore and elsewhere. 161 vessels bunkered at Stagen, the shipping port of the company in 1909.

PRINCE KUANG, Anti-Opium Commissioner, says a Chinese despatch, fears that the opium prohibition may be carried out loosely, wherefrom excuses would be afforded to Great Britain for complaint. He intends, therefore, to ask the Throne to confer the brevet title of Anti-Opium Commissioner on all the Viceroy and Governors in order that they may be held responsible for good results. It is also stated that owing to discrepancies as to success obtained between the reports made by the investigating deputies and the Viceroy and Governor, the Commissioners have determined to send additional supervisors to superintend measures of prohibition in the provinces.

HONGKONG AND WHAMPOA DOCK CO., LD.

HALF-YEARLY MEETING.

The ordinary half-yearly meeting of shareholders of the Hongkong and Whampoa Dock Co., Ltd., was held at the Company's Town Office, at noon, to-day. The Hon. Mr. Henry Kewick presided. There were also present: Messrs. H. A. Siebs, F. Lieb, G. H. Medhurst, G. W. Barton, (directors), J. W. C. Bonnar, H. G. White, J. P. Bragg, Chau Shiu-ki, Ho Fook, Lo Cheung Shui, Sidney Michael, Capt. J. M. Hay, Capt. F. H. Rolfe, R. M. Dyer (chief manager), and Wm. Jolly (secretary).

The Secretary having read the notice of the meeting,

The Chairman said:—Gentlemen,—The report of the directors and the balance sheet of the Company for the last half year have been before you for the past week, and with your permission I will take them as read. Keeping in view the universal commercial depression and consequent difficulty in obtaining sufficient work to keep all our establishments fully employed, I trust you will consider the result of the half year's working fairly satisfactory. While your directors are unable to recommend payment of a dividend for the period under review, the results are such that, with improvement of trade, and the benefit resulting from our reorganization, we hope in the future to have better reports to put before you. Our policy is now to endeavour, at every point, to take advantage of our ample docking and repairing facilities, our modern plant, our up-to-date management and our small capital, in attracting work to Hongkong. With the advantages I have detailed, we are in an unenviable position in these bad times to do any work required by shipowners at very keen prices, to do it quickly, and to do it well. These advantages also are the only ones which will attract work to any establishment in these days of narrow margins, and as I have said before we are more than any firm in the East favourably placed for offering such conditions. Following the policy indicated at our last half yearly meeting the Company is endeavouring to get a large share of new work in the way of general machinery and also constructional iron work, and our efforts have met with a fair amount of success; we now feel the advantage of our extended boiler shop, which department is fully employed and promises to continue so. We have practically completed 10 railway cars for the Kowloon-Canton Railway, and are endeavouring to secure more of this class of work in the future. Our foundry secures a fair amount of outside contracts and it would be a distinct advantage to the Company to increase the size of this department to meet the constantly increasing demand for castings. No. 1 Dock Extension is nearing completion and your directors hope that at the next general meeting they will be in a position to report that the contract has been finished. Generally I am of opinion that we should now be able to earn at least a moderate living, and as trade improves we are ready to take advantage of it. You will notice that we have not set any target aside for depreciation as during the last six months our establishments have all been maintained in thorough working order out of revenue. The improved position is due to the hard and well-directed work of our Chief Manager, and to the loyal manner in which his staff has seconded his efforts. (Applause.) The directors wish to express their appreciation of the manner which the interests of the Company have been studied and efficiency secured.

Before proposing the adoption of the report and accounts, I shall be pleased to answer any questions.

There being no questions,

The Chairman proposed the adoption of the report and accounts.

MR. HO FOOK seconded.

Carried unanimously.

The Chairman:—Gentlemen, that is all the business before the meeting, to-day. Thank you for your attendance.

IS AN INFANT LIABLE?

JUDGMENT BY THE PRINCE JUDGE.

In the Summary Court this morning, Mr. Justice Hareland, Acting Prince Judge, delivered his decision in the case in which Wang Kee, butcher, of 185, Central Market, sued Tang Poo Sang and Chan Wat Sun, partners of the G. Wilson restaurant, of 141, Wellington Street, to recover the sum of \$572.21 for goods sold and delivered. Mr. Leo Almada appeared for the plaintiff and Mr. F. X. Almada, of Messrs. Almada and Smith, represented the defendants.

In the course of his judgment, his Lordship stated that on the 15th August last an issue was directed by the Court to be tried as to whether an infant was liable. When the issue was argued before him, the question arose that assuming that Tang Poo Sang was an infant on the date of the accrual of the cause of action was he liable in law or in equity to the plaintiff? His Lordship referred to a previous judgment in an action of a similar nature and said that he was satisfied as to the liability. Judgment would therefore be given for the plaintiff with costs.

His Lordship:—Do you want to raise a plea on the merits of the case for the defence?

MR. ALMADA:—No, my Lord.

KRUPP IN CHINA.

FACTORY TO BE ESTABLISHED.

A correspondent of the *Birmingham Post* states that he has it on good authority that the great German firm of Krupp are seeking facilities to establish in China a factory at which contracts for various Eastern Governments, as well as the Chinese, might be undertaken. It seems unlikely, however, that such facilities will be granted, and it may be expected that the representatives in Peking of Great Britain, France, the United States, and Japan would object to any special concessions the Chinese Government might be disposed to grant to Germans in this regard.

ACCIDENT TO COLONEL DAYARD.

We regret to report that Colonel Dayard, D.S.O., of the Buffs, met with a nasty accident on Saturday last at Causeway Bay while playing polo. His pony tripped and the popular Colonel was thrown to the ground. When picked up he was seen to be in a bad state. Assistance was called for and an ambulance was brought under the charge of Sergeant Pitt. The injured gentleman was then removed to the R. N. Hospital. Dr. Aubrey accompanied the ambulance to the Naval Hospital.

CHINESE BANKING METHODS.

WADING KNEE KEEP IN ACCOUNT BOOKS.

COUNSEL SAYS IT IS STUPENDOUS TASK.

Before the Chief Justice, Sir Francis Piggott, in the Supreme Court this morning, G. H. Wakeham, Trustee of the property of the Lai Hing firm, bankrupt, sued the Yik Lung Wo Kee bank and Li Ki Topp, of 78, Wing Lok Street, to recover the sum of \$20,000, being amount due for money lent. Mr. M. W. Slade, K.C., instructed by Mr. F. P. Hett, of Messrs. Bruton and Hett, appeared for the plaintiff and Mr. Eldon Potter, instructed by Mr. O. E. H. Reavis, of Messrs. Wilkinson and Grist, was for the defendants.

Mr. Potter stated that the position of the plaintiff had closed his case was this. Certain account books had been put to him, from which certain extracts were made purporting to show that the defendants were indebted in the sum of some thousands of dollars to the plaintiff and that the latter was entitled to recover. Plaintiff had taken good care only to bring the debit items to the attention of the Court. In point of fact, the interpreter went so far as to say there were no credit items.

MR. SLADE:—No credits outstanding. There were credit items which we acknowledged.

MR. POTTER:—Certainly not.

His Lordship having explained the position as it appeared to him, Mr. Potter agreed with the learned Judge's version.

Proceeding, Mr. Potter stated that he would satisfy his Lordship that there was only a cursory examination made of the books. The plaintiff had not attempted to find the credit items, whereas his client had plenty of credit.

MR. SLADE:—At this point I think it's my duty to intervene. I object to my friend's statement because he hasn't pleaded it.

His Lordship:—It appears to me your position is only suppositions, Mr. Potter.

MR. POTTER:—The position is this. The plaintiff has picked out certain books and called the attention of the Court to debit items only and now says "Oh, you owe us that."

Continuing, Counsel stated that the plaintiff had made no attempt to show the true balance of his client's indebtedness. He had merely picked out certain debit items. Defendant's position was on all fours with that of a person against whom were shown all the debit items of his banking account and not the credits, whereas if the one was deducted from the other there would be found nothing owing.

MR. SLADE:—I went on my friend's statement, which has varied at different times. First of all it was deposits. Now he says we have given his client no credit for his credits.

His Lordship:—You must not rely on plaintiff's books. You must rely on your own books.

MR. POTTER:—What books have we?

His Lordship:—Surely, a person who deposits money into a bank presumably keeps an account of it?

MR. POTTER:—Almost all the banks supply their customers with pass-books for their own purposes and those of their customers jointly. This is not the case with Chinese banks.

His Lordship:—You must plead a specific defence.

MR. POTTER:—I've a lot of defences. First of all there's the question of the deposits; then there's release—

His Lordship:—Isn't it better to admit your defence at once?

MR. POTTER:—Certainly. If your Lordship will see my way to give me leave to amend.

His Lordship:—I think you must. I am beginning to realise your defence. So far you've only been attacking plaintiff's case.

MR. POTTER:—Part from that, there's a lot more in it.

His Lordship:—I daresay.

At this point his Lordship said it appeared to him that the one weak spot in defendant's position was that he had no books.

MR. POTTER:—It's not the practice with Chinese banks to issue pass-books.

His Lordship:—I don't mean pass-books but a private account book.

MR. POTTER:—May I suggest that the easiest way to settle this question of accounts would be to refer it to the Registrar?

His Lordship:—Oh, no, you are now fluctuating between the suppositions and the actual case.

MR. SLADE:—My friend should give up particulars. This matter has only just been sprung on us. He has given us no time.

MR. POTTER:—My friend had the books for four years.

MR. SLADE:—I don't know anything about it. His Lordship:—Are you prepared to proceed, Mr. Potter?

MR. POTTER:—I'm quite ready to go on if my friend will consent. This question of accounts must come before the Court eventually, as your Lordship must see.

MR. SLADE:—I don't know anything about it. MR. POTTER:—If my friend assisted me with certain material books it would have saved as this stupendous task. There are 400 books and we'll have to wade in them. I say my friend ought to have saved us the trouble.

MR. SLADE:—As far as I know the books that I've put in have appeared as near complete as possible. No material books have been missing. Perhaps my friend might indicate the books in question.

The proceedings were still in progress when our report closed.

THE UNITED ASBESTOS ORIGINAL AGENCY, LD.

ANNUAL REPORT.

The report for presentation to the shareholders at the fourteenth ordinary annual meeting to be held at the offices of Messrs. Dodwell & Co., Ltd., Queen's Buildings, on Wednesday, the 31st inst., at 3 p.m., states:—

The general managers have now the pleasure to lay before the shareholders the accompanying statement of accounts for the year ended 31st May, 1910.

ACCOUNTS.

The balance at the credit of profit and loss account, after writing off \$1,653.60 for depreciation, and including \$142.54 brought forward from last year, is \$8,417.43 which it is proposed to appropriate as follows:—

To pay a dividend of 15% on ordinary shares \$5,940.00

To General managers' remuneration 2702.00

To carry forward to new account 475.43

\$8,417.43

AUDITOR.

The accounts now presented have been audited by Mr. F. Maitland, in the absence of Mr. W. Hutton Pitt; the latter, being eligible, offers himself for re-election.

DODWELL & CO., LTD.,
General Managers.

Hongkong, 16th August, 1910.

BALANCE SHEET, 31ST MAY, 1910.

LIABILITIES.

Capital 9,900 ordinary shares of \$10, of which \$4 per share paid \$39,600.00

100 Founders' shares of \$10 fully paid 1,000.00

Reserve fund 4,500.00

Unclaimed dividends 559.83

Exchange fluctuation account 5,128.55

Sundry creditors 21,919.59

Reserve for bad and doubtful debts 255.37

Bills payable 4,648.51

Profit and loss account balance 8,417.43

\$127,623.75

ASSETS.

Land.

As per last account \$6,213.83

Less written off 389.94

\$5,823.89

Furniture and Fittings.

As per last account 1,889.14

Since added 318.70

Less written off 2,277.34

1,929.50

Value of material on hand.

In Hongkong, Singapore and Shanghai 79,319.07

Unexpired portion of insurance policies 66.16

Sundry debtors 28,759.87

Cash with Bankers 1,072.31

Cash in hand 446.07

\$127,623.75

PROFIT AND LOSS ACCOUNT, 31ST MAY, 1910.

To Interest \$ 144.94

Auditor's fee 150.00

Depreciation for year ending 31st May 1,653.60

Balance 8,417.43

\$10,355.97

By Balance from last account \$ 342.54

Transfer from 4.00

Profit on trading 10,124.43

\$10,355.97

Y. A. G. S. S. S. INSURANCE ASSOCIATION.

SOCIATION.

SPECIAL RESOLUTION CONFIRMED BY CHIEF JUSTICE.

Before the Chief Justice, Sir Francis Piggott, in the Supreme Court this morning, Mr. M. W. Slade, K.C., instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master, applied on behalf of the Yangtze Insurance Association to have a Special Resolution adopted by the Association extending its objects and altering its memorandum confirmed by the Court.

RAUB OUTPUT.

The following is the result of crushing operations at Raub for the four weeks ending 13th instant:—

Tons crushed Bukit Komau	3,207 tons
Bukit Malacca	786 "
Total Gold obtained	802 ounces
Average per ton	4.01 dwt.

VICTORIA RECREATION CLUB.

SECOND NIGHT FETE.

The V.R.C. held their second night fete on Saturday last. The novel entertainment was attended with considerable success and in point of numbers even more successful than the first. The sitting accommodation was packed to its limit and not even standing room could be had. The handicap events were well contested and ended in hard struggles. Thanks are due to the handicapping committee for their excellent work. Besides the original programme two extra events were added, which were an Eight Lengths race and an exhibition in High Diving.

C. J. Cooke and Cecil Humphreys started for the Eight Lengths. Humphreys stopped at the sixth length. Cooke covered the entire distance in 2 min. 36 1/2 seconds. This time is good and the swimmer can be relied upon to give the Shanghaiites a good fight for the 220 yards in the forthcoming interport contest. The diving exhibition was excellent and brought out many competitors.

The Band of the Buffs played selections of music during the evening.

The result is as follows:—

Two Lengths Handicap.
First Heat.
J. A. Barretto ("go") 1
J. A. Alves (owes 4 secs.) 2
C. H. Lyne ("owes 4 secs.") 2
Four started, and a good race was witnessed from start to finish: the result for second place. The winner won by a touch. Time 37 1/2 secs.
Second Heat.
L. G. Corvino (owes 6 secs.) 1
R. A. Carvalho (owes 3 secs.) 2
This heat was a good one and Corvino just managed to win by a touch. Chanyut also started for this. Time 39 1/2 secs.
Find Your Partners.
W. J. Carroll 1
C. H. Summers 1
H. J. White 2
I. E. Chanyut 2
Six pairs started for this event and created a lot of amusement. The swimmers were all blindfolded, the one to find his partner first to win. Carroll found his man, a second before White.
Final Two Lengths.
J. C. Barretto ("go") 1
J. A. Alves (owes 1 sec.) 2
R. A. Carvalho (owes 3 secs.) 3
All the placed men started and the race finished very closely. Time: 37 secs.
Egg and Spoon Race (Length).
R. C. Wittell 1
S. A. Lopes 2
Wittell won this event comfortably.
Four Lengths Handicap.
H. J. White (owes 1 sec.) 1
F. M. Cruz (owes 6 secs.) 2
F. K. T. (owes 9 secs.) 3
A. R. Ellis (owes 6 secs.) and P. M. Remedios (owes 11 secs.) also started. While the "Fini" man held his lead till the finish and won by a touch with Cruz second. Ellis did not finish. Time 1 min. 18 1/2 secs.
Swimming in Pairs.
R. A. Carvalho 1
A. H. Carroll 2
A. R. Ellis 3
I. E. Chanyut 4
This event was also interesting and caused a lot of laughter among the spectators. In this event each had to use one's legs and the other his hands. The winning pair won by a touch.
Diving For Objects.
F. B. Silva (3 Objects) 1
F. L. Braga (5 Objects) 2
F. K. T. (4 Objects) 3
Team Race.
R. C. Wittell, L. E. Lammert, W. J. Carroll, A. V. Barros, J. A. S. Alves and R. A. Carvalho.
H. W. Petersen, A. S. Ellis, A. H. Carroll, L. G. Cordiro, F. M. Cruz, and H. J. White.
F. L. Roxa, A. R. Ellis, F. K. T. Tata, C. H. Lyne, J. M. C. Lopes, and I. E. Chanyut.
This event proved an excellent one and Wittell's team won by about half a second from Petersen's. These two teams were very evenly matched. Rex's team was weakened by a couple of changes.
WATER POLO.
White—L. E. Lammert, F. K. Tata, A. S. Ellis, C. A. C. Rodrigues, I. E. Chanyut, J. M. C. Lopes and L. G. Cordiro.
Blue—A. V. Barros, A. H. Carroll, F. L. Roxa, H. W. Petersen, R. A. Carvalho, H. J. White and A. R. Ellis.
The events were brought to a close with a grand game of water polo. Both teams were evenly matched and it was hard to say who would win at the closing stage. The game was fast and exciting throughout, and in the first half no goals were scored although both sides made many good attempts. At the start of the second half it looked as if a draw would result but when the game almost came to a close the tables turned. Lionel Lammert passed a high shot to A. S. Ellis who was in front of goal, and this player sent in a hot sledge by punching same in, amidst loud cheers. After this the Blues made many more attempts but nothing resulted, and the game ended in a win for the Whites by one goal to nil.
At the conclusion of the sports prizes were presented to the successful winners by the Chairman of the Club, Mr. A. Rodger, and the proceedings ended with three ringing cheers and a "tiger" for the Ladies, the Chairman and the hon. secretary.

INTERPORT SWIMMING CARNIVAL.

HONGKONG TEAM.

The Hongkong team for the Interport Swimming Gala between Hongkong and Shanghai has been selected, and the local representatives will leave by the German mail s.s. *Bismarck* on Wednesday morning for the North. The team consists of thirteen members and is the strongest combination in the Colony. They are expected to give the Northerners a hard time. There is every probability of their capturing another flag from the Mod. 1 Settlement. The committee are to be congratulated on their appointment of a good man to be the Swimming Captain, that is Mr. Cecil Humphreys, and he can be relied upon to discharge his onerous duties efficiently. The Colony will be represented by:—Messrs. A. V. Barros, C. J. Cooke, A. A. Claxton, A. H. Carroll, A. S. Ellis, J. Forbes, C. Humphreys, L. E. Lammert, T. Lojan, H. W. Petersen, M. A. R. Souza, F. P. Silva and R. C. Wittell.

CANTON DAY BY DAY.

FLOOD RELIEF.

[From Our Own Correspondent.]

Canton, 20th August.

With reference to the disastrous floods in the Tsiang Pa district, the Canton Central Relief Committee held a meeting yesterday and it was then agreed to take from the balance of the flood relief funds a sum of \$5,000 to meet the present requirements for the relief of the sufferers in that district.

FATSIAN UNDER WATER.

During the past few days the West River has risen two or three feet above the normal level, and in the town of Fatsian some places are knee deep under water. It is anticipated by the people that there will probably be floods in the surrounding districts of Canton.

TANG SHAO YU.

H. E. Viceroy Yuan Shu Hsueh has received from Peking a telegram for transmission to H. E. Tang Shao-yu, urging him to proceed to the Capital at an early date to take up his new appointment as President of the Ministry of Posts and Communications.

DIRECTOR CY THIN MINT.

The newly appointed director, Sik Nin, of the Canton branch of the Imperial Mint, is expected to arrive at Canton in the course of a week from Shanghai to take up his duties.

RE-OPENING OF SCHOOLS.

The colleges and schools, both government and private, in this city will all be re-opened next week after the summer vacation.

KULANSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 2nd August, 1910. Present:—Messrs. W. K. Kiu (Chairman), J. S. Fenwick, C. Lee, Lim Poo Kar, J. Meneari, I. L. Thomas, K. Tsudarsabar, the Health Officer and the Secretary.
The minutes of the last meeting are read and confirmed.
A despatch is read from H. I. G. M.'s Consul enclosing a petition from one F. L. Ewot Choon asking permission to blast stone. The Secretary's reply to certain statements contained in the petition. It is decided to forward to Dr. Meneari the Secretary's reply.
A petition is read from Ng Ho Si for permission to cut stone at Kt-oh-bek. The Secretary is to call her attention to the proclamation dated the 13th June, concerning quarrying, and to inform her that in accordance with the terms of this proclamation quarrying or cutting of stone within the Settlement is prohibited on and after the 1st October 1910.
A letter is read from Mr. H. Davies concerning a certain nuisance, and the Secretary is directed to obtain from him further particulars.
A cable is read from Mr. Percy, Calcutta Police, accepting the appointment of Asst. Supt. of Police and Asst. Secretary, on the terms mentioned in the Council's advertisement. Mr. Percy leaves Calcutta on the 16th inst. per s.s. *Lightning*.
A letter is read from Capt. Balhurst concerning the sanitary state of a building in ruins next the premises he occupies at Lab-kee-lah, and the Secretary reports the action taken in the matter.
On the motion of Mr. Thomas, seconded by Mr. Lee, the Secretary is directed to make enquiries as to the probable cost of obtaining the services of an artisan well "expert" from Formosa, to advise the Council regarding artesian well sinking on Kulansu.
The Capt. Supt. reports that the following cases have been dealt with at the Mixed Court since the last meeting:—Summonses, illegally removing goods, 1; Using abusive language, 4; Non-payment of Assessment, 1; Throwing rubbish, &c. into the public drains, 8; Obstructing the public drains, 2; Assault, 6; Debt, 1; Allowing cattle and pigs to stray, 3; Breach of Municipal Regulations (Disorderly houses), 2; Blasting stone without first obtaining a permit, 1; Ill-treating a child, 1; Smuggling salt, 1; Obstructing the police, 1; Summary Arrest, 1; Attempting to blast stone, 2; Attempting to remove water from the Island, 4; Returning from depp water, 2; Assault, 7; Theft, 3; Committing a nuisance, 2.

(Signed), W. KRUSE,

By order,

O. BERKELEY MITCHELL,

Secretary.

The *Ban-lin* *Boworick*, Capt. Calley, which arrived to-day, says the *Bangkok Daily Mail* of 18th inst. is consigned to Messrs. The Borneo Co., Ltd. She is here to load a cargo of rice for Europe. After loading in port to bring her up to the draft necessary for her to cross the bar she will go out and complete her cargo at Koh-si-ching. The ship has to clear from Bangkok as soon as possible because the water is falling every day. The owners of this vessel have thirteen smaller sized vessels trading between Europe and Far Eastern ports. The *Boworick's* cargo of rice is destined for Europe.

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CANTON OPIUM MONOPOLY.

A DANGEROUS PRECEDENT.

The controversy which has been going on in Canton since early in July, concerning the new Regulations issued by Viceroy Yuan Shu-hsueh, is such a complicated one that it is a relief to know, from our telegram published to-day, of an impending conference between a special delegate on behalf of the Chinese Government and the Acting British Minister at Peking, Mr. Max Muller, writes the *Sinclair Times* editorially on 17th inst. On July 14 we published the reply of Viceroy Yuan to questions which had been put to him by the *Wai Wo*-pu. The Viceroy refuted the arguments which had been put forward to the *Wai Wo*-pu by the British Minister, and disagreed with the contention that his action had been a breach of the Casco Convention. He asserted that the right to levy import duties was a matter of China's internal administration which did not require the compliance of outside nations. It will be remembered that additional articles were agreed upon between Great Britain and China after the first TREATY OF CHERFOO had been signed. These additional articles were only signed at London in 1855. They provide for the cognizance by the Imperial Maritime Customs of all foreign opium imported into China until such time as the tariff duty of 15 per cent of 100 catties has been paid. When this opium is to be taken into the interior the Customs are required to issue gratuitously to the owner a transit certificate. In the words of the Agreement, "such certificate shall free the opium to which it applies from the imposition of any further tax or duty whilst in transport in the interior, provided that the package has not been opened, and that the Customs seals, marks and numbers, on the packages have not been effaced or tampered with." The provisions of these additional articles of the Casco Treaty seem to be sufficiently explicit as to raw opium, but the contention of the Viceroy that they do not apply to prepared opium is difficult to controvert. He claims that, in seeking to force the opium merchants to change the raw into prepared opium within three days after leaving the Customs, he is not interfering with the provisions of the Treaty, while at the same time he is taking steps to prevent the storing of a large quantity of opium in Canton, contrary to the Agreement between Great Britain and China for the gradual decrease of the importation of opium extending over ten years. There have not been lacking those who have tried to read into the Viceroy's action unworthy motives, by asserting that his whole object is to favour certain Chinese dealers; but there seems absolutely no ground for this gratuitous supposition. The situation which we report to-day, concerning the seizure of two chests of opium sent from Hongkong to a port on the West River which had already paid Maritime duty, is sure to bring the question to a direct issue. It is, of course, possible that the seizure may have been made by officers who have misinterpreted their instructions, and as yet we do not know the circumstances under which the seizure was made. The opium may have been part of a lot which had not been shipped until later than three days after its release from the Customs. In such a case the probable contention of the Viceroy would be that sufficient opportunity had been given to the owners of this opium to comply with the new Regulations, and that failing to do so, they made their cargo liable to seizure. This position would be DIFFICULT TO MAINTAIN over against the issuance of a transit certificate, and it would appear that the duty of carrying out the Provincial Regulations should be incumbent upon customs authorities before the issuance of such certificates. It would be a dangerous precedent to establish the possibility of going behind the issuance of transit certificates, and holding the owners of cargo responsible for the failure of duty on the part of the officers of the Chinese Government. As soon as such certificates are issued they must be considered binding. It will be remembered that a case arose recently at Swatow, concerning interference with native opium after certificates had been issued. In this instance, the Shui Wu Chu, in consultation with the Board of Revenue, issued instructions to the Foreign Customs that no interference was to be allowed. It is probable that the same position will be taken in reference to this seizure on the West River. In the meantime, the whole question will doubtless be thoroughly gone into by the representatives of China and Great Britain at the proposed conference. The interest of the general public in the matter will be centred around the question of not creating a precedent in opium matters which would be disastrous to other forms of trade.

CHINA'S NAVY.

ANOTHER JAPANESE ORDER.

Peking, Aug. 16.
The Kawasaki Dockyard has received from China a contract for a gunboat similar to that ordered from the Mitsu Bishi Company.—*N. C. D. News*.

Events Coming.

Tuesday, 23rd August.
Geo. P. Lammert, auction sale of furniture, at "Glenhoroe" Kimberley Road (Kowloon), 2.30 p.m.

Wednesday, 24th August.
Meeting of Licensing Board, 2.30 p.m.
Band Concert, at the Botanical Gardens, by the Band of the Buffs, 9 p.m.

Friday, 26th August.
Auction sale of valuable leasehold properties, G. P. Lammert's auction room, 12 noon.

Wednesday, 31st August.
United Assurance Co.'s meeting, 2 p.m.

Today's Advertisements.

"INDRA" LINE OF STEAMERS, LIMITED.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Company's Steamship "INDRAVELLI" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Goods not cleared by the 27th instant, at 6 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on 27th instant. No claims will be admitted after Goods have left the Godown nor will they be recognized if not presented within 10 days of vessel's arrival here.
JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 22nd August, 1910. [553]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERANG, GULU, CONTINENTAL, AMERI, CAM and SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA" Captain S. Barchin, carrying His Majesty's Mail, will be despatched from this for LOMBAY, &c., on SATURDAY, the 3rd September, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Africa*, 10.30 tons, from Colombo, Port of call at Kowloon, in which vessel is secured before departure from Hongkong.
Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Perla* due in London on 15th October, 1910.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Values of all Packages are required.
For further Particulars, apply to
E. A. EKWETT, Superintendent.
Hongkong, 22nd August, 1910. [4]

COMMERCIAL.

August 20th, 1 p.m.
The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	5/9
Anglo-Javas	11s. 15
Anglo-Malays	24/6
Balgowies	16
Batu Tigas	102/6
Bertams	7/9
Bukit Kajangs (pp.)	53/
Bukit Rajahs	—
Carey Uniteds	21/6 prem.
Cattlefields	120/
Changkat Serdangs	51/
Cheras (part paid)	51/8
Do. (fully paid)	52/
Damansaras	160/
Eastern Internationals	18/9 prem.
Fed. Selangors	—
Glenelchs	22/20
Glenbriels	—
Goldendons	12/
Golden Hopes	—
Highlands and Lowlands	115/
Indragiris	51/
Inch Kenneths	—
Jequies	—
Jonglandors	—
Kamulangs	6/6 prem.
Kuala Lumpurs	77/6
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Labas	—
Ledburys	90/
Linggis	53/9
London Asiatics	12/6
London Ventures	6/6
Merrilams	7/6
Pajamas	51/
Pegohs	52/
Rubber Trusts	28/9 prem.
Saggas	270/
Sandycrofts	52/
Sapongs	—
Seafields	—
Sekongs	30/ prem.
Shelfords	75/
Singapore & Johore	56/
Sumatra Paras	151/
Sungel Chohs	105/
Sungel Kapars	151/
Tandjongs	—
Tangkabs	37/6
Toerangle	21/ prem.
Ulu Rauts	—
United Serdangs	117/6
United Singapore	51/
United Sumatras	111/
United Langkats	80/
Para Rubber	8/ per lb.

JULY RUBBER RETURNS.
Agents Barlow & Co.
RAMBIA ESTATE—127 lbs.

To-day's Advertisements.

G. R. PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, on WEDNESDAY, the 24th August, 1910, at 10 A.M., at Army Ordnance Stores, Queen's Road East, THE FOLLOWING GOVERNMENT STORES, at the Arsenal Yard:—
BERKFIELD FILTERS, BOATS, COIR BRUSHES (50 lbs.), SUITES, PORCELAIN INSULATORS, BRASS COPROVICKEL, GUNMETAL, COPPER, LEAD, WHITE METAL, ZINC, STEEL, CAST, ANGLE and GALVANIZED IRON, LEATHER, GROUND SHEETS, BLANKETS, TARED and PLAIN CANVAS, ROPE, DOOR-SOOTS, BUNTING, WOOLLEN RAGS, OLD IRON, IRON DRUMS and CYLINDERS, PAINT KEGS, PACKING CASES, &c.;

ALSO
A quantity of OLD CLOTHING.
All faults and errors of description at Purchaser's risk at the fall of the hammer.
All lots to be cleared within 24 hours.
Catalogues can be had at the Ordnance Office or from the Undersigned.
TERMS:—Cash on delivery.
HUGHES & HOUGH, Government Auctioneers.
Hongkong, 22nd August, 1910. [552]

FROM EUROPE.

THE H. A. L. Steamship

"HELLAS"

Captain Vogeler, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.
Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.
No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO
Ex s.s. *Graf Waldersee* from New York.
Ex s.s. *Gothburg* from Göteborg.
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 22nd August, 1910. [551]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"FRINZ SIGISMUND"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th of August will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th of August, at 9.30 A.M.
All claims must reach us before the 3rd of September, 1910, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELBOURNE & Co., General Agents.

Hongkong, 22nd August, 1910. [7]

Intimations.

Try our delicious
CORNED PORK,
CORNED BEEF
and
PRESSED BEEF.

THE
DAIRY FARM CO.,
LIMITED.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between Chiba, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alterations).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" TUESDAY, NOV. 9TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	"EMPRESS OF IRELAND" FRIDAY, DEC. 6TH.

"Empress" Steamers will depart from Hongkong at 6 p.m. 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bath in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 47 days.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 47 days.
Via New York 45 days.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA, KUMSANG	TUESDAY, 23rd Aug., Noon.
TIENTSIN via TIENTSIN & CHONGSHING	THURSDAY, 25th Aug., Noon.
WEIHAIWEI	THURSDAY, 25th Aug., Noon.
SHANGHAI	FRIDAY, 26th Aug., 4 P.M.
MANILA	FRIDAY, 26th Aug., Noon.
SINGAPORE, PENANG & CALCUTTA, KUMSANG	FRIDAY, 26th Aug., Noon.
SANDAKAN	MONDAY, 29th Aug., 5 P.M.
MANILA	FRIDAY, 2nd Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	MONDAY, 12th Sept., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kumang*, *Nemuro* and *Fukushima* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

* Steamers have superior accommodations for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Canton, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kuantan, Labuan, Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
Telephone No. 215.
HONGKONG, 22nd August, 1910.

JARDINE MATHESON & CO., LD.

General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SAMARANG & SOERABAYA	"SHANTUNG" 23rd Aug.	Daylight.
MANILA	"TAMING" 23rd Aug.	4 P.M.
IOILO & CEBU	"BUNGKANG" 24th Aug.	4 P.M.
SHANGHAI	"CHIHUA" 24th Aug.	4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN" 31st Aug.	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, twice weekly.

SS. "LINTAN" and SS. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Saloons. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA, TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Saloons and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anshi*, *Chien*, *Lian*, *Chien*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

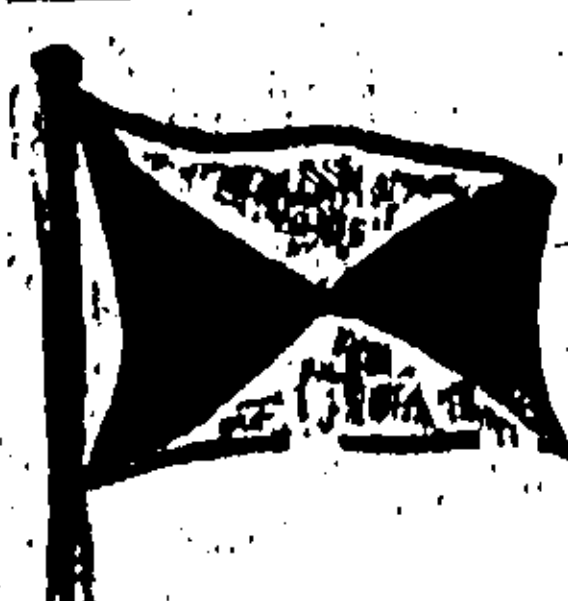
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

AGENTS.

Telephone No. 16.
HONGKONG, 22nd August, 1910.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Dates
RUBI	5540	R. Rodgers	MANILA	SATURDAY, 27th Aug., at Noon.
CAIRO	5540	A. Fraser	"	SATURDAY, 3rd Sept., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers

HONGKONG, 22nd August, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,
(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA V. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept., at Noon.
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKO- HAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WEDNESDAY, 21st Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
-----	----------	--------

TAMSUI via SWATOW and AMOY "JOHIN MARU" SUNDAY, 28th Aug., at 10 A.M.

SHANGHAI via SWATOW, AMOY and FOOSHOW "BOJUN MARU" THURSDAY, 25th Aug., at Noon.

ANPING via SWATOW and AMOY "SOBU MARU" WEDNESDAY, 31st Aug., at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class.	2nd Class.	3rd Class.
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BOJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

HONGKONG, 20th August, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
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MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID HITACHI MARU, Capt. N. Matsumoto, Tons 7200 WEDNESDAY, 31st Aug., at Daylight.

VICTORIA, B.C. & SEATTLE SADOJIMARU, Capt. Morioka, Tons 7000 SATURDAY, 10th Sept., From KOBE.

VICTORIA, B.C. & SEATTLE AWA MARU, Capt. S. Ishikawa, Tons 7000 TUESDAY, 13th Sept., at 4 P.M.

SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE KUMAYO MARU, Capt. M. Winkler, Tons 6000 FRIDAY, 2nd Sept., at Noon.

BOMBAY, VIA SINGAPORE AND COLOMBO BINGO MARU, Capt. S. G. Parsons, Tons 7000 TUESDAY, 23rd Aug., at Noon.

SHANGHAI, MOJI & KOBE HAKATA MARU, Capt. A. Mocker, Tons 7000 WEDNESDAY, 31st Aug., at Noon.

NAGASAKI, KOBE and YOKOHAMA YAWATA MARU, Capt. T. Sekino, Tons 5000 WEDNESDAY, 31st Aug., at Noon.

KOBE AND YOKOHAMA IYO MARU, Capt. R. Tanaka, Tons 7000 THURSDAY, 1st Sept., at 5 P.M.

CHEAPEST SUMMER RATES

BETWEEN HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30th MAY, ENDING 30th SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

† Fitted with new system of wireless telegraphy. ‡ Cargo only. * Carries deck passengers. Calling at Saigon. † Omitting Keelung & Shimon.

Through Passenger Tickets issued to the Principal Offices in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers.

NORDDEUTSCHER LOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN.
Taking Cargo at Through Rates to Tawau, Labad Datu, Labuan, Jolo and Menado.

THE Steamship
"BORNEO,"
Capt. F. Sembill, (ready to load on Monday a.m.) will leave on TUESDAY, the 23rd inst., at 9 A.M.

For Freight or Passage, apply to
NORDDEUTSCHER LOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 19th August, 1910.

[7]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, VANCOUVER, B.C.,
SEATTLE AND TACOMA via
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

Steamer	Tons	Captain	On/about
---------	------	---------	----------

Red Bull 3,880 H. E. Dowell 23rd Aug.
Savaria 6,133 F. S. Cowley 27th Sept.
Kamurik 6,133 G. B. McGill 20th Oct.
Ayeria 4,953 J. Boyd 20th Nov.

Calling at Amoy and Keelung if sufficient inducement offered.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 9th August, 1910.

[11]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,
via PORTS AND SUZ CANAL
(With Liberty to Call at Malebar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:
S.S. "BRAEMAR" On 26th inst.

FOR BOSTON NEW YORK:
S.S. "LENNOX" On or about 3rd Sept.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 16th August, 1910.

[16]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN,"
FROM LEITH, MIDDLESBRO, LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underinsured on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be assembled on the 23rd inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th August, 1910.

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., 22 S.S. Egypt & Mollan.
From Calcutta, &c. S.S. Cyclon.
From Peninsular Gulf, &c. R. I. S. N. and B. & P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by the line in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within 7 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 17th August, 1910.

[1]

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 20th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 15th August, 1910.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "LOTHIAN"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underinsured on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3:30 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 20th August, 1910.

[648]

For Sale.

FOR SALE

AT

GRACA & CO.

27, DES VOUX ROAD.

ASIATIC POSTAGE STAMPS

and

VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single. Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910. Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweeters, Magnifying Glasses, Perforation Gauges.

Novels, Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

&c., &c., &c.
Inspection invited.
Hongkong, 17th January, 1910.

[11]

Intimations.

THE BRITISH FOREIGN IMPORT & EXPORT COMPANY, Coastal Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

485

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their FURNITURE STORE

at

No. 19, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

ROBBER ESTATE RETURNS.

	June	July	Total
Allagar	5,500	3,520	18,420
Alor Pongau	2,000	2,130	7,150
Alor	700	850	2,750
Anglo Malay	49,782	53,647	352,392
Ayer Kuning	—	—	833
Ayer Molek	—	—	5,077
Ayer Panas	500	—	900
Balagowie	9,175	8,752	60,714
Batak Rabi	—	—	4,335
Batak	1,948	2,700	11,774
Batu Caves	13,034	17,458	73,533
Batu Tiga	7,689	8,463	45,953
Berant	9,795	—	61,543
Berant	—	—	40,202
Bikam	1,166	2,051	11,032
Bimah	900	1,288	2,688
Bukit Kajang	4,293	5,473	23,158
Bukit Rajah	28,812	30,840	216,735
Bukit Lintang	5,800	5,800	21,270
Bukit Timah	779	621	1,566
Bukit K. B.	300	—	300
Caray United	11,800	12,000	63,050
Castlefield	3,700	3,700	21,542
Changkat Serdang	3,329	3,653	10,830
Changkat Salak	950	1,100	3,491
Cleely	13,495	16,000	28,165
Consolidated Malay	24,170	—	135,254
Caledonia	31,000	23,401	91,848
Chumor	630	—	630
Chromosome	2,122	2,233	5,845
Damansara	27,911	—	133,772
Edinburgh	6,400	—	37,750
Federated (Selangor)	11,337	—	62,447
F. S. Rubber	28,670	—	124,417
Gedong	14,000	21,003	73,100
Gleesley	1,851	1,735	11,418
Glenish	3,877	4,899	10,001
Glen Hope	2,056	5,114	33,030
Golconda	11,803	—	70,137
Gula Kalumpung	—	10,000	10,000
Harpenden	8,700	—	33,630
H. Y. J.	—	349	349
Heawood	902	1,100	2,909
High & Lowlands	37,471	39,266	288,323
Inch Kenneth	1,313	1,160	89,068
Jagra	10,024	11,758	47,054
Jebong	19,308	—	102,140
Kapar Para	13,387	—	64,473
Kampong	7,051	7,935	169,793
Kempsey	—	1,502	19,088
K. pong	2,975	3,900	17,409
Klebang	—	256	256
K. J. Tinggi	—	1,840	1,840
Kuala Klang	2,138	—	10,915
K. J. J.	2,076	2,640	47,216
Krian Rub. Est.	3,124	3,503	17,847
Kuala Lumpur	41,200	—	216,610
Laba	19,134	16,616	105,884
Landron	37,793	36,423	218,634
Ledbury	9,544	9,844	61,851
Lingli	63,000	71,000	416,000
London Asiatic	12,510	10,013	77,093
Malacca Plant	21,500	23,500	100,000
Merton	1,932	1,983	7,444
New Serendib	—	415	415
North Hummock	5108	—	28,891
Nova Scotia	10,100	14,075	49,605
Pajam	3,000	3,250	15,300
Pattaling	37,448	37,428	199,717
Pegoh	3,570	3,300	21,416
Pengkalen Durian	—	958	958
Perak Plant	10,874	—	58,414
Port Dickson	571	—	34,119
Radella	1,017	—	10,177
Rambia	621	597	5,373
Ribu Rubber	4,094	5,137	35,068
Rebana	12,500	16,000	72,200
Retanul	1,575	1,850	7,554
R. R. G. W. A. S.	3,981	5,507	19,887
Sengat	7,000	7,000	40,056
Selaba	5,886	6,750	33,070
Sungel Choh	4,610	—	21,380
Sungel Kapar	16,600	—	100,600
Sandycroft	6,782	9,341	49,084
Seaford	16,085	—	74,506
Selangor	33,839	—	201,541
Seremban	34,081	36,615	215,114
Sembawang	271	535	806
Shallford	7,901	10,500	45,603
Spore & Johore	11,875	11,780	61,746
Singapore Para	4,000	5,400	34,050
Strata Rubber	24,700	—	141,880
Sungel Salak	2,012	2,858	14,180
Sungel Way	6,308	—	21,858
Tambakal	—	964	964
Telok Anson	535	—	14,155
Tali Ayer	13,100	13,500	70,300
Tringlar	321	324	1,775
Troong	—	—	2,160
Ulu Pandan	410	475	885
United Singapore	1,680	1,945	8,435
United Sumatra	4,510	5,710	31,998
Vallambrosa	33,500	—	212,737

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—Singapore Free Press.]

SHIPPING AND MAILS.

MAILS DUE.

American (Asia) 23rd inst.
German (Bavaria) 23rd inst.
American (Montana) 5th prox.
Canadian (Empire of India) 8th prox.
American (Tanya) 15th prox.

The s.s. *Bremer* sailed from Keelung yesterday, and is due at this port to-morrow morning.
The P. M. S. S. *Co's* s.s. *Asia* will be due to arrive at Hongkong on 23rd inst., between 2 and 3 a.m.

The Apar Co's s.s. *Japan* from Calcutta left Singapore on 20th inst., and may be expected here on 26th inst.

The O. S. K. s.s. *Tacoma* from Tacoma, left Moji for this port via Manila on 19th inst., and is expected to arrive here on 30th inst.

The Imperial German Mail s.s. *Prinz Ludwig* left Shanghai on 20th inst., at 7 p.m., and may be expected here on 4th inst., at 7 a.m.

The C. P. & C. s.s. *Montezuma* arrived at Shanghai at 10 a.m. on 20th inst., and left again at 1 p.m. same day, for Nagasaki, where she is due to arrive at noon to-day.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	197 1/2
Do. demand	197 1/2
Do. 4 months' sight	197 1/2
France—Bank T.T.	124 1/2
America—Bank T.T.	43 1/2
Germany—Bank T.T.	182 1/2
India T.T.	133 1/2
Do. demand	133 1/2
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T. per H.K. \$100	76 1/2
Japan—Bank T.T.	87 1/2
Yokohama—Bank T.T.	107 1/2

Buying.	
4 months' sight L/O.	197 1/2
3 months' sight L/O.	197 1/2
10 days' sight San Francisco & New York	44 1/2
1 month's sight do.	45 1/2
10 days' sight Sydney & Melbourne	110 1/2
1 month's sight France	124 1/2
6 months' sight	124 1/2
1 month's sight Germany	182 1/2
Bar Silver	34 1/2
Bank of England rate	34 1/2
Overseas	34 1/2

THE WEATHER.

On the 22nd at 11.55 a.m.—The barometer has risen over N. China, and fallen in N.E. Japan. The depression lying in the vicinity of Wei-hai-wei yesterday, is moving towards N.E. over Manchuria.

Pressure is now highest over the Pacific in the neighbourhood of the Bonins.

Fresh to moderate S.W. winds may be expected in the Formosa Channel and over the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.W. winds, moderate to fair.

2.—Formosa Channel, S.W. winds, fresh.

3.—South coast of China between Hongkong and Lamcocks, Same as No. 1.

4.—South coast of China between Hongkong and Hainan, Same as No. 1.

Shipping.

Arrivals.	
Walshing, Br. s.s., G. S. Holmwood, 20th Aug.—Hongkong 18th Aug. Gen.—J. M. & Co.	
Hunan, Br. s.s., 1443, Benson, 20th Aug.—Singapore 18th Aug. Rice—B. & S.	
Singapore, Br. s.s., 1443, Benson, 20th Aug.—Cebu and Manila 18th Aug. Gen.—B. & S.	
Mandarin, Br. s.s., 1443, Benson, 20th Aug.—Macao 18th Aug. Gen.—B. & S.	
Redhill, Br. s.s., 1443, Benson, 20th Aug.—Manila 18th Aug. Gen.—B. & S.	
Hellas, Br. s.s., 1443, Benson, 20th Aug.—Singapore 18th Aug. Gen.—H. A. L.	
Glenavon, Br. s.s., 1443, Benson, 20th Aug.—Kaituma 18th Aug. Coal—B. & S.	
Shibata, Br. s.s., 1443, Benson, 20th Aug.—Moji 18th Aug. Coal—B. & S.	
Sui Sang, Br. s.s., 1443, Benson, 20th Aug.—Chio-wang-tai 18th Aug. Coal—C. E. M. & Co.	
Haiyang, Br. s.s., 1443, Benson, 20th Aug.—Coast Ports and Swatow 20th Aug. Gen.—D. L. & Co.	
Pakiet, Br. s.s., 1443, Benson, 20th Aug.—Bangkok 18th Aug. Gen.—S. & S.	
Quinta, Br. s.s., 1443, Benson, 20th Aug.—Bangkok via Swatow 18th Aug. Rice—S. & S.	
Helene, Br. s.s., 1443, Benson, 20th Aug.—Tourane 18th Aug. Gen.—B. & S.	
Rajabari, Br. s.s., 1443, Benson, 20th Aug.—Bangkok 18th Aug. Rice—B. & S.	
Kwangle, Br. s.s., 1443, Benson, 20th Aug.—Canton 18th Aug. Gen.—O. M. S. Co.	
Fri, Br. s.s., 1443, Benson, 20th Aug.—Canton 18th Aug. Gen.—O. M. S. Co.	
Paoting, Br. s.s., 1443, Benson, 20th Aug.—Canton 18th Aug. Gen.—B. & S.	
Brand, Br. s.s., 1443, Benson, 20th Aug.—Samarang 18th Aug. Sugar and Molasses—A. T. & Co.	
Glucius, Br. s.s., 1443, Benson, 20th Aug.—Fochow 20th Aug. Gen.—B. & S.	
Mahlide, Br. s.s., 1443, Benson, 20th Aug.—Haiphong and Hoihow 21st Aug. Gen.—B. & S.	
Chihna, Br. s.s., 1443, Benson, 20th Aug.—Bangkok 18th Aug. Gen.—B. & S.	
Yuenyang, Br. s.s., 1443, Benson, 20th Aug.—Manila 18th Aug. Gen.—J. M. & Co.	
Buian, Br. s.s., 1443, Benson, 20th Aug.—Swatow 21st Aug. Gen.—O. S. K.	
Poon, Br. s.s., 1443, Benson, 20th Aug.—Hankow and Shanghai 18th Aug. Gen.—P. & O. S. N. & Co.	
Bingo, Br. s.s., 1443, Benson, 20th Aug.—Kobe and Moji 17th Aug. Gen.—N. Y. K.	
Germania, Br. s.s., 1443, Benson, 20th Aug.—Canton 21st Aug. Coal—J. M. & Co.	
Chong Shing, Br. s.s., 1443, Benson, 20th Aug.—Canton 21st Aug. Gen.—J. M. & Co.	
Quarta, Br. s.s., 1443, Benson, 20th Aug.—Macassar 18th Aug. Sugar and Gen.—J. M. & Co.	
Prinz, Br. s.s., 1443, Benson, 20th Aug.—Sydney via Port 30th Aug. Gen.—M. & Co.	
Dauphin, Br. s.s., 1443, Benson, 20th Aug.—Singapore 17th Aug. Gen.—B. & S.	

Clearances at the Harbour Office.

Shanting, for Samarang.	
Hunan, for Tientsin.	
Prinz, for Shanghai.	
Germania, for Hongkong.	
Atay, for Manila.	
W. H. S. S. S. Co's s.s. <i>Asia</i> , for Singapore.	
Clanville, for Shanghai.	
Kiangshing, for Canton.	
Roofing, for Amoy.	
Cathay, for Canton.	
Auskin, for Swatow.	
Kochichang, for Swatow.	
Kafuku, for Wakamatsu.	
Poon, for Singapore.	
Chongshing, for Canton.	

Arrivals at Home—27th July—Japan.

Departures.	
23rd July—Idemitsu, Kama Maru, Fukuoka.	
24th July—Idemitsu, Kama Maru, Fukuoka.	
25th July—Idemitsu, Kama Maru, Fukuoka.	
26th July—Idemitsu, Kama Maru, Fukuoka.	
27th July—Idemitsu, Kama Maru, Fukuoka.	
28th July—Idemitsu, Kama Maru, Fukuoka.	
29th July—Idemitsu, Kama Maru, Fukuoka.	
30th July—Idemitsu, Kama Maru, Fukuoka.	
31st July—Idemitsu, Kama Maru, Fukuoka.	

Post Office.

Only fully prepaid letters and postcards are transmissible by the Sitorian Route to Europe.

A Mail will close for—

Kudat and Sandakan—Per Borneo, 23rd Aug. 9 A.M.

Swatow Amoy and Fochow—Per Haiyang, 23rd Aug. 9 A.M.

Manila—Per Albat, 23rd Aug. 10 A.M.

Shanghai—Per Haiyang, 23rd Aug. 11 A.M.

Macao—Per Swatow, 23rd Aug. 11 P.M.

Manila—Per Indragiri, 23rd Aug. 2 P.M.

Singapore—Per Tamsui, 23rd Aug. 3 P.M.

Singapore, Penang and Calcutta—Per Kaituma, 23rd Aug. 5 P.M.

Hoihow, Singapore and Bangkok—Per Wengchi, 23rd Aug. 5 P.M.

Yokohama and Kobe—Per Pika Sigitumud, 23rd Aug. 5 P.M.

Swatow—Per Hoihow, 24th Aug. 9 A.M.

Batavia, Ocherbon, Samarang and Sourabaya—Per Tjipanas, 24th Aug. 10 A.M.

Macao—Per Swatow, 24th Aug. 11 P.M.

Hoihow and Cebu—Per Singkong, 24th Aug. 3 P.M.

Bangkok—Per Chiochi, 24th Aug. 5 P.M.

Europe, &c., India via Taitcoria—Per Prinz Ludwig, 25th Aug. 9 A.M.

Moji, Kobe, Yokohama, Honolulu, Manila, Salina Cruz, Oahu, Iquique, Valparaiso and Colon—Per Kyo Maru, 25th Aug. 11 A.M.

Swatow, Amoy, Fochow and Shanghai—Per Buian Maru, 25th Aug. 11 A.M.

Macao—Per Swatow, 25th Aug. 11 P.M.

Shanghai—Per Chiochi, 25th Aug. 1 P.M.

Swatow, Amoy and Fochow—Per Haiyang, 26th Aug. 9 A.M.

Manila—Per Haiyang, 26th Aug. 10 A.M.

Singapore, Penang and Calcutta—Per Kaituma, 26th Aug. 11 A.M.

Macao—Per Swatow, 26th Aug. 11 P.M.

Manila—Per Indragiri, 27th Aug. 10 A.M.

Singapore—Per Tamsui, 27th Aug. 3 P.M.

Singapore, Penang and Calcutta—Per Kaituma, 27th Aug. 5 P.M.

Swatow—Per Hoihow, 28th Aug. 9 A.M.

Batavia, Ocherbon, Samarang and Sourabaya—Per Tjipanas, 28th Aug. 10 A.M.

Macao—Per Swatow, 28th Aug. 11 P.M.

Hoihow and Cebu—Per Singkong, 28th Aug. 3 P.M.

Bangkok—Per Chiochi, 28th Aug. 5 P.M.

Europe, &c., India via Taitcoria—Per Prinz Ludwig, 29th Aug. 9 A.M.

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Macao—Per Swatow, 29th Aug. 11 P.M.

Shanghai—Per Chiochi, 29th Aug. 1 P.M.

Swatow, Amoy and Fochow—Per Haiyang, 30th Aug. 9 A.M.

Manila—Per Haiyang, 30th Aug. 10 A.M.

Singapore, Penang and Calcutta—Per Kaituma, 30th Aug. 11 A.M.

Macao—Per Swatow, 30th Aug. 11 P.M.

Manila—Per Indragiri, 31st Aug. 10 A.M.

Singapore—Per Tamsui, 31st Aug. 3 P.M.

Singapore, Penang and Calcutta—Per Kaituma, 31st Aug. 5 P.M.

Swatow—Per Hoihow, 1st Sept. 9 A.M.

Batavia, Ocherbon, Samarang and Sourabaya—Per Tjipanas, 1st Sept. 10 A.M.

Macao—Per Swatow, 1st Sept. 11 P.M.

Hoihow and Cebu—Per Singkong, 1st Sept. 3 P.M.

Bangkok—Per Chiochi, 1st Sept. 5 P.M.

Europe, &c., India via Taitcoria—Per Prinz Ludwig, 2nd Sept. 9 A.M.

Moji, Kobe, Yokohama, Honolulu, Manila, Salina Cruz, Oahu, Iquique, Valparaiso and Colon—Per Kyo Maru, 2nd Sept. 11 A.M.

Swatow, Amoy, Fochow and Shanghai—Per Buian Maru, 2nd Sept. 11 A.M.

Macao—Per Swatow, 2nd Sept. 11 P.M.

Shanghai—Per Chiochi, 2nd Sept. 1 P.M.

Swatow, Amoy and Fochow—Per Haiyang, 3rd Sept. 9 A.M.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION MARKED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$15,00,000 \$15,00,000 }	\$2,027,618	{ £2.5/- for half year ending 31.12.09 @ ex } 1/91 - 5/15.11	5 %	\$227 1/2 b. ex div.
National Bank of China, Limited	99,925	£7	£6	{ £4,000 \$4,00,000 \$4,00,000 }	\$30,552	\$2 (London 3/6) for 1903	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$15,00,000 \$15,00,000 }	none	\$10 for 1908	6 %	\$167 1/2 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 25,000 Tls. 12,500 Tls. 12,500 }	Tls. 107,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,000,000 \$10,00,000 \$10,00,000 }	\$287,984	{ Final of \$20 per share, making in all \$20 } per share for 1908 and an interim divid- end of \$30 per share for 1909	6 %	\$840 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	{ \$1,000,000 \$10,00,000 \$10,00,000 }	\$77,687	{ \$12 for year ending 31.12.08 and interim of } \$3 on account of 1909	7 %	\$200 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$10,00,000 \$10,00,000 }	\$4,8406	\$6 and bonus \$2 for 1908	7 %	\$111
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$10,00,000 \$10,00,000 }	\$4,60,218	\$27 for 1908	8 %	\$345 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$7,743 \$7,743 \$7,743 }	Dr. \$3,777	\$ 1/2 for 1906	...	\$14
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000 }	Nil.	\$1 for year ending 30.6.1908	...	\$27 sellers
Hongkong, Canton & Yacow Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,000,000 \$10,00,000 \$10,00,000 }	\$24,766	Final of \$1 1/2 for account 1910	8 %	\$324 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £138,100 £138,100 £138,100 }	£ 537.82	{ 6/- for 1907 on Preference shares only @ } at 1/9 11/16 = 5/- 3/4	...	\$60 sellers
Do. Do. (Deferred)	60,000	£5	£5	{ £138,100 £138,100 £138,100 }	£ 537.82	{ 3rd lot of 2 1/2 per sh. (comp. No. 12) making } in all 4/- for '08 & interim of 1/- for ac. '09	5 %	917 1/2 buyers
"Shell" Transport and Trading Company, Limited	3,000,000	£1	£1	{ £700,000 £700,000 £700,000 }	£ 2,994	{ A dividend of 7 1/2 % for year ending 30.4.1910 } { A bonus of 5 % }	5 %	\$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000 \$10,000 \$10,000 }	11159		4 1/2 %	\$12 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	Dr. \$7,000	\$10 per share for 1909	6 %	\$167
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	Dr. \$135,801	\$5 for 1897	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 6,000	Tls. 10 for year ending 31.12.09	...	Tls. 800 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £15,000 £15,000 £15,000 }	£ 4,435	Interim of 1/6 for 1910 (coupon No. 14)	9 %	Tls. 16
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	{ Pa. 10 Pa. 10 Pa. 10 }	none	First year	...	Pa. 10
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £15,000 £15,000 £15,000 }	none	\$2 per share 13th dividend	5 %	\$74 sellers
Oriental Consolidated Mining Co., Ltd.	50,000	G \$10	G \$10	{ G \$10 G \$10 G \$10 }	none	Final of Gold \$0.65 for 1909 in all G \$1.15	...	\$41 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$25,000 \$25,000 \$25,000 }	Dr. \$8,460	\$1.75 for year ending 31.12.05	...	\$91 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	{ \$550,000 \$550,000 \$550,000 }	\$20,847	\$2 1/2 for 1909	4 1/2 %	\$54 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000 }	\$11,755	Interim of \$1 1/2 for account 1909	...	\$51 buyers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 6,260	Final of Tls. 3 making Tls. 6 in all 'on '9/10	6 1/2 %	Tls. 76
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 15,000 Tls. 15,000 }	Tls. 4,314	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 101 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$15,000 \$15,000 \$15,000 }	\$24,000	\$1.20 on old and 60 cents on first new issue	8 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000 }	\$1,177	\$2.00 on old shares and 1.30 on new shares	2 %	\$104 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	\$27,900	for half year ending 31.12.09	7 %	\$81 1/2 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	\$5,471	Final of \$1 making \$7 for year end 31.1.09	6 %	\$81 1/2 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000 }	none	45 cents for 1909	6 %	\$81 1/2 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,125,000 Tls. 1,125,000 Tls. 1,125,000 }	Tls. 63,969	\$2 1/2 for 1909	8 1/2 %	\$52 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$50,000 \$50,000 \$50,000 }	\$1,958	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 112
COTTON-MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 20,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 110 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	\$6,553	50 cents for year ending 31.7.08	10 %	\$5
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 175,000 Tls. 175,000 }	Tls. 3,372	Tls. 7 1/2 for year ending 30.9.09	12 %	Tls. 57 1/2
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 4,829	Tls. 6 for 1909	7 %	Tls. 68 1/2
Sey Ohe Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 50	{ Tls. 11,179 Tls. 11,179 Tls. 11,179 }	Tls. 11,179	Tls. 25 for 1909	10 %	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,500 £1,500 £1,500 }	£648	15 % per share for 1908	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$12,000 \$12,000 \$12,000 }	none	60 cents for 1909	6 %	\$9 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	\$6,118	10 cents for year ended 28.2.06	...	\$7.40 sellers
Do. Do. (Special shares)	50,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	\$1,000	80 cents for 1909	9 %	\$81 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	\$1,800	\$1.20 for year ending 31.7.09	6 1/2 %	\$19 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$5	{ \$7,000 \$7,000 \$7,000 }	\$4,390	Final of 40 cents making in all 75 cents	10 %	\$6 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	\$670	14 per cent. viz. \$1.40 for 1909	12 %	\$14 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	\$11,798	{ A dividend of \$1.20 per share and a bonus } of 10 cents	6 %	\$20 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	\$7,616	Final of \$8 for 1909	6 %	\$135 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$10	{ \$10,000 \$10,000 \$10,000 }	\$9,176	Final of \$1 making in all \$2 for 1910	9 %	\$11 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	Tls. 216,682	1st interim dividend of Tls. 12 1/2 for 1910	5 %	Tls. 1,350
Mastichappi of Mijia, Bosch & Landbouwen plantatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 52,024 Tls. 52,024 Tls. 52,024 }	Tls. 216,682	80 cents on fully paid shares and 8 cents on 1	...	\$14 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	\$3,014	\$1 paid shares for year ending 30.4.10	5 %	\$1.50 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	Pa. 18,640	None	...	\$10 sellers
Philippine Company, Limited	75,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	none		...	
Shanghai-Sumai Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 2,000 Tls. 2,000 Tls. 2,000 }	Tls. 5,350	No dividend this year	2 %	Tls. 155 sellers
Societe des Pulpes et Papeteries du Tonkin	1,200	1/2	1/2	{ 1/2 1/2 1/2 }	none	First year	...	\$20 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$25,000 \$25,000 \$25,000 }	Dr. \$31,006	None	...	\$26
Steam Laundry Company, Limited	20,000	\$25	\$5	{ \$25,000 \$25,000 \$25,000 }	\$17,86	10 % for year ending 31st May 1910	12 %	\$24 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	none	60 cents for year ending 31.12.08	8 %	\$12 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ \$10,000 \$10,000 \$10,000 }	\$4,000	60 cents per ord. share for year ending 31.5.09	5 %	\$12 1/2 sellers
Watkins, Limited	10,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	\$7,941	25 cents for 1909	11 %	\$5 sellers ex div.
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	\$2,613	None	...	\$6 1/2
William Powell, Limited	15,000	?	?	{ ? ? ?	\$782	None	...	\$2 sellers

Intimations

COMPANIA GENERAL DE TABACOS

DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$5,000,000.



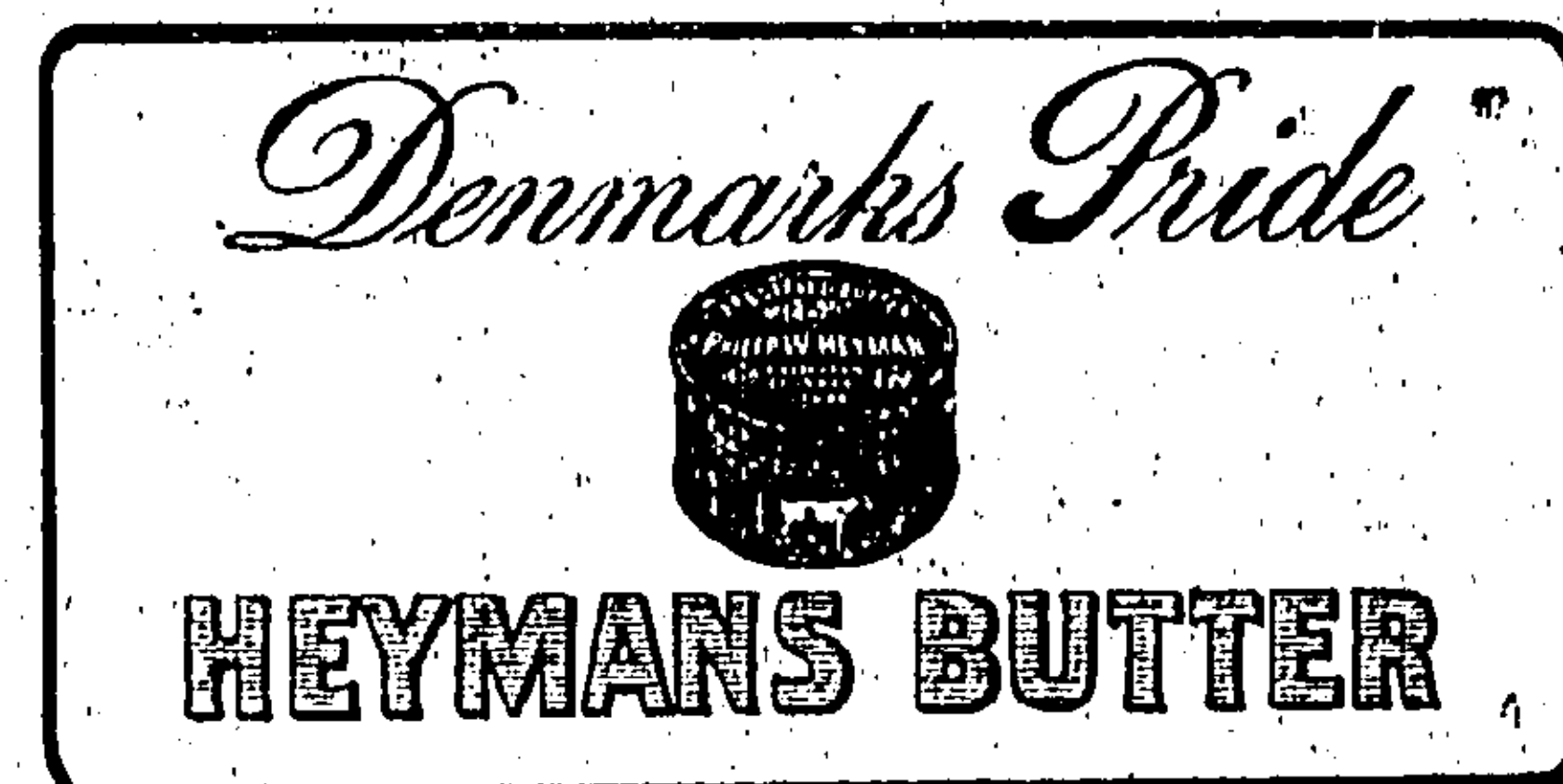
"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

SIEMSEN & CO., Sole Agents.

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Hotels.

BAND I BAND II BAND III
AT THE

BELLE VIEW HOTEL.

SHAUKIWAN ROAD,

Telephone No. 907.

By kind permission of the Commandant and Officers, the full Band of 105th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 14th August.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandahs.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

W. GALLAGHER, Manager.

Hongkong, 10th August, 1910.

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VIENNA CAFE COMPANY (1910)
LIMITED (RE-CONSTRUCTED),

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'AOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

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Intimations

A TOO STABLE.

LEIGHTON HILL ROAD.

(next to No. 7, Police Station).

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, D'ARVILLE STREET,

HONGKONG.

Hongkong, 2nd September, 1909.

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